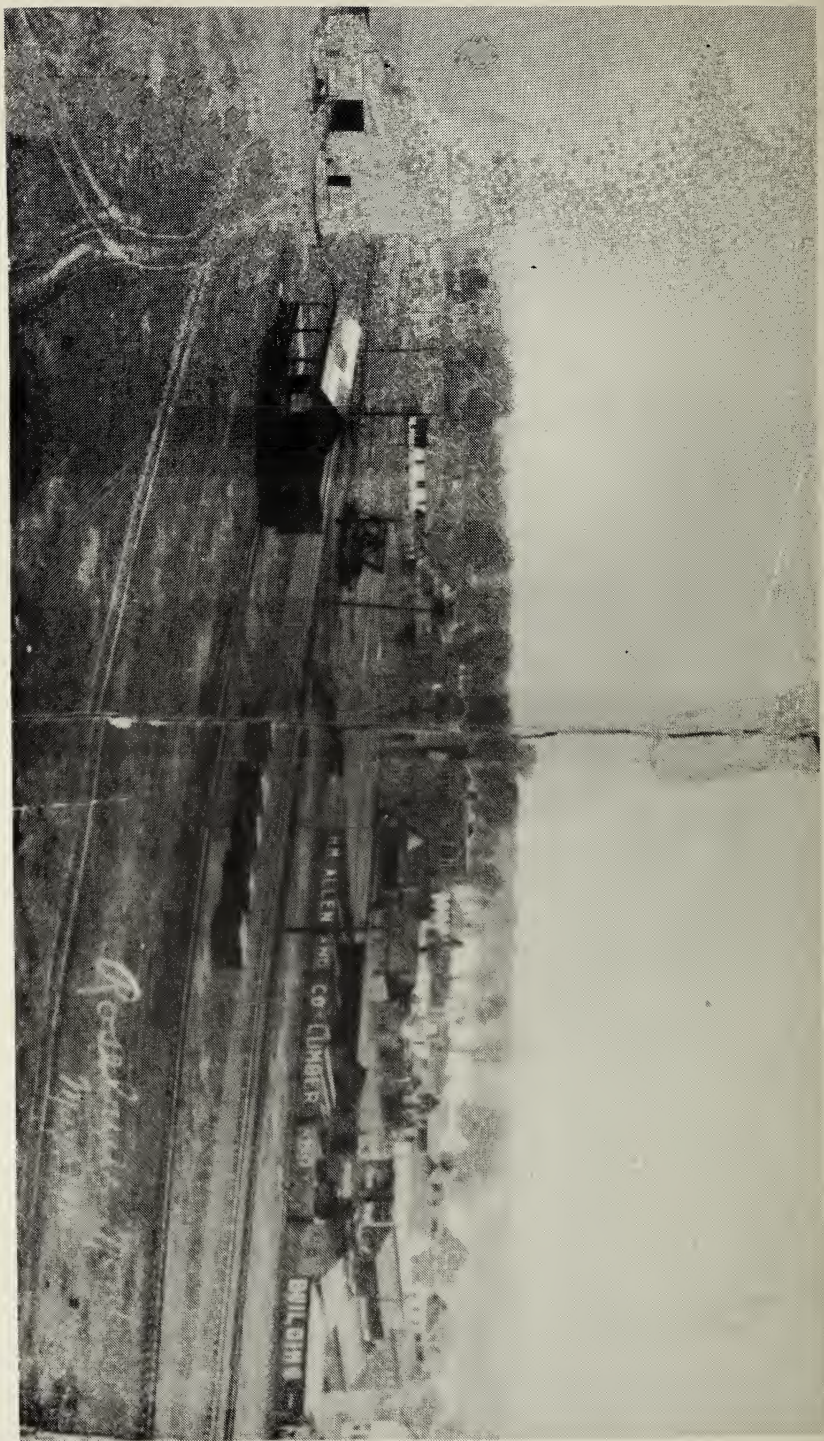


History of Early Rosebud

By Dave Lloyd





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ACKNOWLEDGMENTS

My purpose in writing this pamphlet is to attempt to preserve, at least in part, a bit of local history in our state that might otherwise have been lost to those of us who have come after our area's pioneers.

I wish to thank Mr. and Mrs. Harry Kennedy, Gordon McRae, my grandmother, Katherine (Barley) Lloyd, Clara Barley (now deceased), and my parents, all who have given me assistance and pictures needed to complete this manuscript.

I wish to dedicate this pamphlet to my grandmother, a true pioneer.

David
Floyd

for Hermit and Marie,
life-long friends,

"Drink deep the cup of History."

ILLUSTRATIONS

after page 6--Top, from left to right: F.L. Mef-
ford, Rod McRae, Bill Ballinger,
(foreman of the 79 ranch), Ole Rude,
Bottom: Albert T Lloyd, (author's
grandfather), Elias Hill (buffalo
hunter)

after page 8--This picture was taken by Morrison,
an area photographer who sometimes
worked with Huffman in Miles City.
From left to right: Nels Lindeburg,
older sister Bessie, Katherine Bar-
ley (who is now the oldest living
pioneer around Rosebud, she was fif-
teen at the time of the picture),
Frank and John, her younger brothers,
Mrs. Finch (teacher), Carl Lindeburg,
Bill Todd on horse, (Kennedy's Hand)
Harry Kennedy, Dick, Walt, Will, Mary
and James Kennedy, Daughter Maggie

Homestead of Kennedy's in background,
later sold to Barley brothers.

after page 10-"Auntie" Wheeler was the Assiniboine
wife of Clint Wheeler, steamboat
woodchopper who settled on the North
side. Mother of Carl Wheeler.

Dominick J. O'Malley, "Kid White"
A cowboy and sheep-herder, he had
a colorful life--his father was
killed and scalped by Indians, he,
himself, had been in several shoot-
ing scrapes, and was a well known
friend of Charley Russel, Calamity
Jane, X. Biedler, and others. La-
ter he became a famed writer of songs
and a poet.

One of his songs was "When the Work's all Done this Fall," still sung by many Western singers.

after page 12--Alfred Strobeck delivering wool. He was the Netherlands wrestling champion when he came to America. He worked around the area, chiefly for Johnny Burgess.

Brook's Livery-1905, Freddy Bills, Sam O'Connel, Joe Lazenbee, George Neal, Brooks Carl Eggerton, Mike Hoegh, Bill Finch, John Benn, Joe O'Connel.

after page 16--Johnny Burgess driving his team into town around 1914. Alfred Strobeck, his hired hand, in back of the wagon with John Joe Burgess and another unidentified boy. Will Wallin looks on from his bank.

Bert Jellison driving A.C. Stohrer freight wagon loaded with wool. Town boys climbing on back.

after page 18--Tilleson's Saloon about 1910, third from left is Alfred Strobeck, fourth, Billy Schwartz, fifth, Harold Tilleson, sixth, Till Rude, seventh is unidentified, eighth is Johnny Burgess and John Joe Jr., ninth is G.O. Brown, tenth, unidentified, and eleventh is Bill Finch.

after page 20--The old clapboard bank sits in the street with Will Wallin in the doorway, still doing business, while a new bank is being built. Walt Kennedy, at left, is busy working on it, Albert Lloyd, now retired railroader, is grinning boy ar right.

Outside Cover--Rosebud around 1912

Inside Cover--Panorama of Rosebud-1916

WHITE MEN ON THE YELLOWSTONE

The first white men to enter the Yellowstone area were welcomed by the Indians in a typical manner: They stole their horses. William Clark's little band was returning from the coast in 1806, and planning to rejoin Lewis at the Yellowstone's junction with the Missouri, when the incident occurred. Thus encouraged, they finished their journey down the Yellowstone by boat. It was the Crows first harvest of horses from the Whites, and certainly not the last.

Although Clark's is the first official exploration of the Yellowstone Valley, it is at least a possibility that other white men, unrecorded, had preceded him. Joseph Dixon and Forest Hancock, two free trappers, followed right on the heels of the Lewis and Clark expedition, and where they were prepared to venture, others may have gone even earlier. At any rate, due to the rapid expansion of fur trade, the area was soon to experience a rapid influx of white visitors.¹

In 1807, Manuel Lisa and his men, following Clark's advice, built a trading post at the mouth of the Big Horn River. Fur trading, primarily with the Crows and Sioux, then began in earnest.

Lisa died in 1820, and his Missouri Fur Company was soon absorbed by John J. Astor's powerful American Fur Company. They continued

¹Bernard DeVoto, Journals of Lewis and Clark (1963 edition, Cambridge, Mass., Houghton Mifflin Company, 1953), et passim.

the trade on the Yellowstone, abandoning old forts and building new ones as they were needed.

In 1839, A. J. Tullock built Fort Van Buren to replace Fort Cass, which had been built in 1832, below the Big Horn. Lieutenant Bradley writes of Fort Van Buren in his journal:

It was the second post maintained by the American Fur Co. on the Yellowstone. The accounts of the fort represent it as having been a little over a hundred feet square, and I judge from the remains, though I have made no measurement, that it was. Seven ruined stone chimneys and a slight ridge where the palisades stood are all that is left of it... the fort stood on a plateau some eighteen or twenty feet above the present level of the water, a few yards from the bank of the Yellowstone and about **seventy-five feet** below the delta of the Rosebud.² (Approximate location of the George Martin Place)

The fort operated three years, and not very successfully, due to the Crows' dislike of the manager in charge at that time. Larpenteur, another Company man, then burned it, and erected Fort Alexander twenty miles up the river.

This fort was run by Robert Meldrum, a man well liked by the Crows, as he had grown up among them and knew their language and customs well. Meldrum moved his post frequently. His last one was on the north bank of the Rosebud (vicinity of Hawkinson's place). Major Culbertson, his brother, and eighteen men assisted Meldrum (or Round Iron, as he was called by the Crows) in its construction. Like the other

forts, it was built of logs, about 120 feet square, with two bastions. The interior buildings in the stockade faced inwards, and port holes ran around the entire building, enabling a shot from any angle.³

Fort Sarpy, built to retain the Crows' trade, was called by Larpeur, Culbertson, and other Company men, the most dangerous post the Company had ever had. Threatened by the increasingly hostile Sioux, by-passed by the Crows in favor of Fort Union's greater variety of goods, and racked within by dissension among the post's employees, the fort endured only a few more years, until 1855. That year the Sioux were constantly harassing them and it was finally decided to close the post. It was to be the last post on the Yellowstone, for the fur prices and the Civil War permanently stopped the market.⁴

³Tom Stout, Montana: Its Story and Biography (Chicago: American Historical Society, 1921). p. 405

⁴Much confusion as to these small posts' locations, names, and other data, because of the different traders' habit of moving a fort and giving it the name of the older one. This occurred to the posts named Alexander and Sarpy. Alexander was moved from its original location below the Big Horn, to a spot on the banks of the Little Big Horn, both being run by Meldrum. This post was then moved opposite the mouth of the Great Porcupine, and designated Sarpy. Sarpy was moved twice more, each time lower and down on the Yellowstone.
(continued on next page)

Van Buren began by the Big Horn, was replaced with the mentioned posts, and later came into its own again on the mouth of the Rosebud. This post was also called Tullock, after its builder.

It is believed by some historians, that there was an Alexander opposite the Tongue River, which may well be possible, for in the words of Lieutenant Bradley, " . . . these little forts once dotted the landscape." The practice of burning these little establishments did much to further erase any proof of their location, and, anything left standing would undoubtedly have been used as a rubbing-place by buffalo and later, cattle.

SOURCE: Meldrum's Journal rare book section Rocky Mountain College

MILITARY VERSUS INDIAN

With the termination of the War between the States, the newly re-united nation was able to return to the settlement of the West. To facilitate this, Homestead laws were enacted to draw the settlers, and railroads were pushed westward for their transportation. Before this could be carried out, however, it was necessary to cope with the Indian problem, which had been simmering throughout the war. The Indian tribes had experienced several large encroachments into their lands already, and wanted no more of the White Man as a neighbor, or a landlord. The Gold Rush of '49 had been a totally unpleasant experience, one they didn't want repeated. Having no alternative, they fought.

Several sharp engagements and a few real battles had followed each other down the path of history, when Custer and the Seventh Cavalry rode onto the scene. After the dust had cleared on that day in 1876, it was tragically clear that the Rosebud area would never be forgotten-by historians, at least. Custer had first camped at its mouth while being supplied by the steamer "far West," then had marched up its meandering course in search of the Sioux.

Following the Custer debacle, the Army quickly regained control, and by 1878 the Indian trouble was largely past.⁴

⁴Bradley's Journal pp. 143-62.

Even before Custer had immortalized the Rosebud, however, its vicinity was the scene of some Indian fighting worthy of notes.

The first concerned Custer's Seventh Cavalry. In 1873, a survey party was sent out from Bismarck, with a strong military escort under General Stanley. "While Custer's men were in the vicinity of Lock Bluff...Rain-in-the-Face killed the veterinary surgeon and the regimental sutler, thus beginning an incident which lasted three years and ended in a myth which has been perpetuated to the present day.⁵

The second occurred in 1874, and was related by E.S. Topping, a Fort Pease veteran and pioneer.

In the Fall of 1873, a man named J.L. Vernon, who had been with General Stanley on his trip up the Yellowstone during the summer of that year, and who claimed that he had found gold in paying quantities on Rosebud Creek, came to Bozeman.

He was a smooth talker...and quite a large number agreed to go with him to the Rosebud Creek in the Spring. This force was then joined by another group, which had formed for the express purpose of opening the lower Yellowstone to civilization, and settlement.

.....
.....after the expedition was formed, a large one of 150 men, all veteran Indian fighters and ex-soldiers, they elected officers. Captain Frank Grounds was unanimously elected to lead the group...having gotten only a little way on their journey, Vernon and a friend quit the group and headed towards the Missouri.⁶

⁵Mark H. Brown and W.R. Felton, The Frontier Years (New York: Bramhall House, 1955), p. 19

⁶E.S. Topping, Chronicles of the Yellowstone (St. Paul, Minn.: Pioneer Press Co., 1883), pp. 263-97.



EARLY SETTLERS

The establishment of Fort Keogh by General Miles at the mouth of the Tongue, the resumption of regular stage and freighting activities, and the continued operations at the Black Hills and western Montana gold fields brought white men into the country in ever greater numbers. Only one year after the Custer Massacre, in 1877, the area was bustling with industrious activity.

Keogh's new neighbor, Old Town or Miles Town, had all the rudiments of an embryonic city. It was the jumping-off place--as all the stage, freight, and steamer points were entered upon it. They all brought new citizens with every boat and wagon load.

It was about this time that the first permanent residents began to filter into the area around the Rosebud. And, although it is hard to pinpoint the first settler with any accuracy, the odds are heavy that his occupation was connected with Buffalo hunting. In an attempt to further subdue the tribes, the Government subsidized the price of the hides, making it well worth a man's lead, time and effort. Sharps rifles were an all-day sound over the prairie. Miles City was the major outlet during this great slaughter of the Northern Herd, and nearly 400,000 hides left from its vicinity alone, with probably a hide being left to rot for every hide shipped.¹

¹Brown and Felton, passim.

During the short period that comprised the slaughter, nearly thirty river boats journeyed up and down the Yellowstone. They carried supplies and passengers up and returned with their decks jammed with hides.

Among the men who supplied these boats with their cargo, and who stayed to help settle the area were Elias Hill, Clint Wheeler, Ole and Till Rude, their cousin Harold Tilleson, Peter Jackson, Archie McMurdy, Lycergus Smith and James Simpson. These men were early homesteaders in the valley. Jackson, Smith and Wheeler at least, living in the area when Custer came through.

Smith settled on the south side of the river at the present site of Rosebud, Wheeler settled on the north side, near Thurlow. (the Hermie Harken place). Jackson located at the mouth of the Porcupine on the north side, also.

After the battle, the army needed scouts who knew the area and Jackson, a former meat hunter for the gold camps and army posts up in western Montana, hired out to General Miles and assisted in helping round up the lost hostiles in the vicinity. He participated in the Battle of the Little Muddy and other minor skirmishes. With the Indians subdued, Jackson went back to his buffalo hunting.²

Granville Stuart journeyed down the river to the north side of Miles Town in 1877, and reported dead buffalo everywhere. On his return up the opposite side, he reports staying with Smith, and that he was an agreeable host.³

Wheeler and his Assinboine-Crow wife, White Crow, met near Fort Union, where he was cutting cordwood to sell to steamboats. Wheeler married her, and in 1877, they moved up into the area, where Wheeler continued cutting steamboat fuel, and also hunted buffalo. Later Wheeler married a niece of hers by Christian ceremony (the other had been Indian custom) and the three lived in one household until the younger Mrs. Wheeler died, leaving five children, which White Crow, or "Auntie,"

²Interview with Harry Kennedy, May 17, 1967

³Granville Stuart, Forty Years on the Frontier (Cleveland, Ohio, Arthur H. Clark Co., 1925), passim.



as she was called by all who knew her, raised them. Among them was Carl who later became a well known painter of outdoor and western scenes.⁴

"Auntie" wheeler was loved by all who knew her, and though she had no real children of her own, she called all the ones that lived near her later, hers. Although she had been crippled early in life by a Sioux arrow, she kept her house and yard very clean and neat. She couldn't read or write, she smoked a home-made pipe of kinnikinnick and chewing plug shavings, she was an Indian, yet her tenderness and devotion to children made everyone her friend.⁵

⁴Kennedy, May 17

⁵Harry Kennedy, "Auntie Wheeler," Montana Post, Official Newsletter of the Montana Historical Society, No. 12 (Helena, Mont: Montana Historical Society, 1966), p.2.

A TOLL ROAD

During this early time the Army maintained a military road from Fort Koegh to Fort Ellis on the north side of the river. As soon as hostilities simmered down a little, the stage line began operations along this road, from Miles Town to Bozeman. James Kennedy, a rugged man of intelligence and many talents, had come to Miles in 1877. When the stage began its run to Bozeman, he and H. A. Phillips went to Lock Bluff, below Miles, and dug out a road over the hills, their main tools being picks and shovels. Upon its completion, they built a stage station at its west base, and charged a toll for the use of the short-cut.

A POST OFFICE

The next year, Kennedy bought out Phillips, and, as most of the travellers used his road, which saved a long haul of four or five miles, he also opened a post office.¹ This office, the first in the area, was called Buell, after a Union general.

THE FIRST TELEGRAPH

Also about this time, a telegraph line, single wire, was built by the Government. It ran from Koegh to Ellis and a telegrapher was stationed opposite the mouth of the Rosebud, to relay messages. Later, as homesteaders and stock men began arriving, a post office was established there.²

¹Interview with Harry Kennedy, May 19, 1967.

²National Archives, "Records of Appointments of Postmasters," (1883), p. 606.





COWS, COWS, COWS,

Almost before the Buffalo were shot out by the hunters, Texas cattle were being trailed into the short-grass country by the thousands. Cattle, were brought in early to feed the miners in the western part of the state. However, they had little time to take advantage of the excellent grass, as they had been eaten almost as soon as they arrived. Already the industry had gained a foothold in the western area, as Nelson Story, Con Kohrs, Stuart, and others began raising breeding stock. During the Indian fighting, the soldiers had sometimes eaten beef, especially after Fort Koegh had been established. With the Indians largely subdued and the buffalo fast disappearing as a food commodity, cattle were introduced.

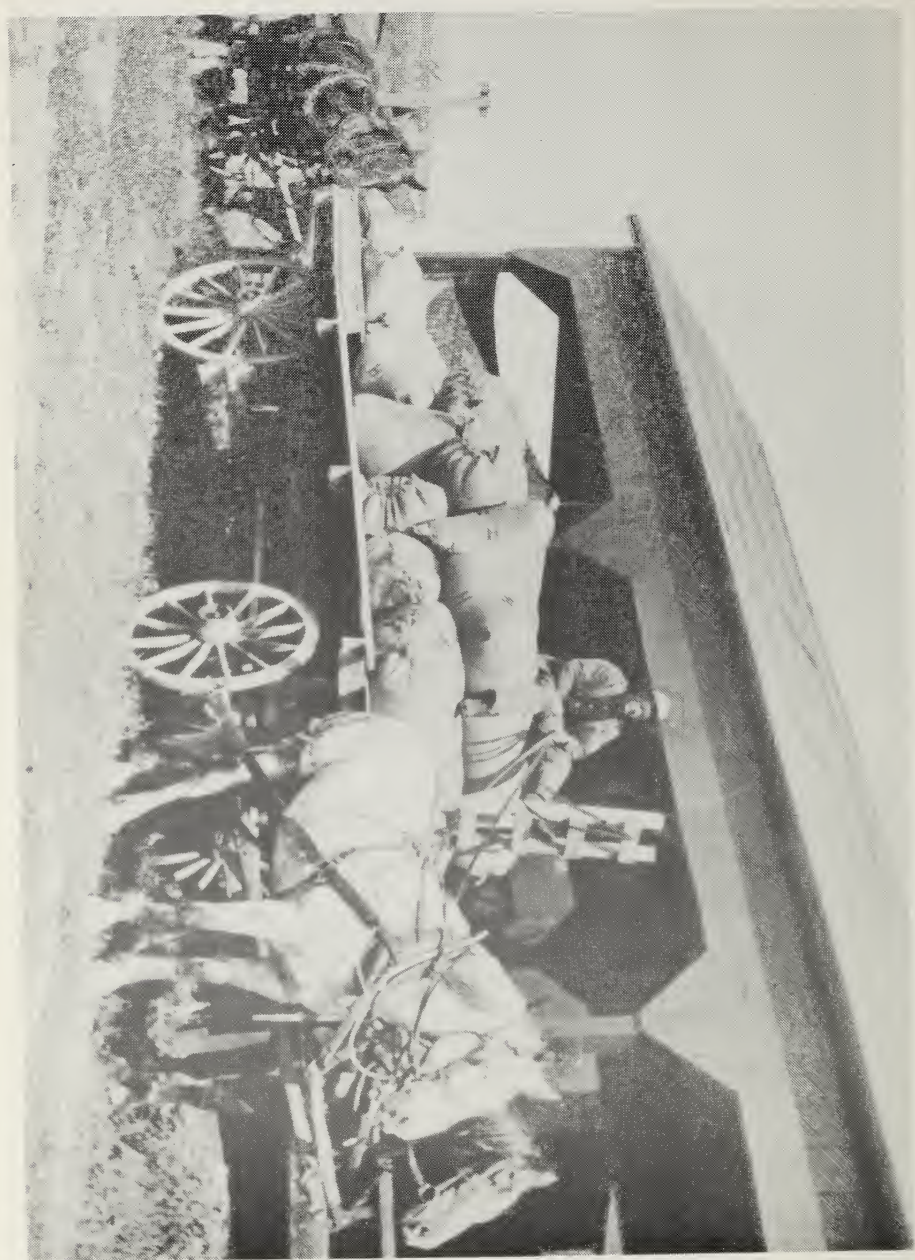
In the eastern part of the state, livestock progress had been held to a minimum until the major obstacles of Indians, buffalo, and access to a market had been over-come. When the first two were accomplished, a few more daring stockmen were confident about the last, and began throwing herds into the area at a furious rate.

Close in around the Rosebud came the Bow and Arrow, the 79, the Sugar Bowl, and the Quarter-circle S. As the livestock business became profitable, smaller homesteaders in the area were able to acquire cattle and begin their own spread. Cowboys who had worked as hands for the bigger outfits, or had arrived with the Texas trail herds also became independent and, taking up land, a few managed to make a solid ranch that endured for generations.

Johnny Burgess was one who had come with the trail herds. A genuinely tough individual who had the reputation of helping drive a Texas herd the farthest north in Montana, helped build many ranches in the country, among them the SH spread on the Tongue River. He carried a pair of pearl handled revolvers, and had reputedly used them.

Another of this stripe was Dave Bowles, a rugged man who was killed when a horse fell with him, and, at his request, was buried where he was killed. (His grave is visible yet on the hill above the town of Rosebud.) Choisser, Roberts, Alderson, McRae -- all these began their homesteads up the Rosebud, while Finch started on Butte Creek, Joe Gee at the mouth of the Rosebud, Albright right across the river from him, and E. Hill, and the Rude boys, along with Wheeler and Kennedy, all situated on the North side, and began proving on their places.³

³Kennedy, May 19





SHEEP ARRIVE

Sheep had fully as early a start as cattle in the Rosebúd country. Moreover, cattlemen and sheepmen got along fairly well in the vicinity, at least on the surface. A.M. and A.D. Howard probably brought the first breeding stock into the southern area, while A.M. Cree, from Oregon, is thought to have had the first ones on the North side, on Horse Creek. Later, Freeman and Newell Philbrick, H. Bollmeire, John McRae, John Davisson, and several others also ran "woolies" up the Rosebud. As sheep gained acceptance, large bands roamed the country, with organized shearing points, and various nationalities serving as herders.

Many of the "sheepherders' monuments" built by these early herders as markers or just something to do; still stand on various buttes in the area.

A TOWN SPRINGS UP

The Railroad Brings Its Changes

In 1881, the Northern Pacific Railroad reached Miles City, removing the last problem of the stockmen--that of "market transportation"--to and bringing with it, also, a drastic series of changes. It ended the area's dependence on the steamboats and the freighters' wagons. It provided quicker communication, for it brought with it an improved telegraph system. It brought money for business development, and it brought its employees to lay track and maintain it.

The track laying crews forged steadily up the Yellowstone Valley, and, in 1882, they had built a siding at the present site of Rosebud, as they had at many likely shipping sites along the way. This particular spot, on Smith's property, had great promise, as it had a creek on each side--Butte Creek and the Rosebud--which made it an excellent holding area for stock waiting to be shipped.

The First Businesses

E.S. Beeman, with his general store, was probably the first to locate near the siding that the Railroad's engineers had designated as Rosebud. In February of 1883, after he had been there nearly three years, he was offered a postmastership, with the office to be designated as Beeman, he served in this capacity only a short while, when it was turned over to J.H. Hay, who, with J. Williams as a partner, erected a hardware store on land bought from Smith.¹

¹Kennedy, et al.

A NUCLEUS IS FORMED

In 1884, the post office there changed hands and names. It was designated as Rosebud, and the office across the river was changed to Albright, after its postmaster.

Rosebud proceeded to gain residents and businesses. A stockyard was built on the east end to facilitate loading, a woolhouse was built on the siding, William Gibson, Mendenhall, and Charley Parker all started an establishment, and a man named Holmes ran a freight-passenger line up the Rosebud to Lame Deer Agency.

THE FIRST TOWN PLAT

About this time, two soldiers--Maurice Bentall and Arthur Lott--received their mustering-out pay from the Army at Keogh. They then walked up the military road to Buell, a distance of nearly twenty-five miles. From there, they went down into the valley and started homesteading. In the early 1890's, Bentall sold his homestead to Kennedy, and went across the river to Lycergus Smith's. He bought out Smith, who left for parts unknown. Bentall then platted the future town and began selling lots, his former Army buddy one of his first customers.²

Following this the town made rapid gains. The town so far had relied on logs for building, however, with the coming of Al Dresher, a master carpenter, frame structures made their appearances.³

²Kennedy, et al.

³Interview with Gordan McRae, May 7, 1967

THE CENTURY GRINDS TO A CLOSE

The area had, up to this time, retained the full-blown flavor of the Old West. "Auntie" Wheeler, James Kennedy's wife, Mary, and Gertrude Barley, the wife of Matthew Barley, all had the distinction of being the first women to live on the North side. Gertrude and her husband, Matt, had come with the first railroad crew, in 1882. He then worked out of Rosebud for a time, until taking up a homestead near Kennedy. After Matt had brought his wife to the area, James had married Mary Clifford, daughter of the Indian agent at Lame Deer. The three women were amiable neighbors, but, like Nannie Alderson on the South side, they were glad when the country began to "settle up."¹

Rosebud, at the turn of the century, could boast of quite a growth. The Riverside Hotel and Livery, owned and operated by Joe Lazenbee and his wife, a blacksmith shop, with Jack Lucas as proprietor, a lumberyard owned by John Benner, and many new residences--most of them built by Dresher, were all added to the eatlier establishments.²

Rod McRae, who had come from Canada in 1895, taught school, as did Bessie Howard, from Miles City. The Mefford family came a year later, and pushed to have a church built. The community then got together and erected one--the oldest log church still being used, in the state.³

Along with religion and education came Law and Order, in the form of a town constable. The town now had about 300 citizens, and transients were numerous at all times, so, as the new county--Rosebud--had been

¹Kennedy, et al.

²McRae, et al.

³Interview with Clara Barley, May 11, 1967.





made from part of Custer County, a constable in the form of a county appointed deputy sheriff was given the job of keeping the town peaceful. Bill Choisser was first given the job, followed by Johnny Burgess, and Rod McRae, who was also a Justice of the Peace, and performed the marriage ceremony for couples, among his other duties.

New businesses after the turn of the century included a men's drygoods store, owned by the Egan family, the Rosebud State Bank, owned by William Wallin, two saloons, owned by Harold Tilleson and Albert T. Lloyd, a large grocery store, owned by John M. Sawyer, a large mill, and a hotel and store, owned by James Kennedy, who had sold to Barley and moved, first to Miles, then back to Rosebud. A small jail was built, which housed only an occasional hell-raiser.

Rosebud had its share of rank characters--buffalo hunters, like Harold Tilleson, Hill, and Wheeler, many cowboys like Johnny Burgess and D.J. O'Malley, the "Cowboy Poet," railroaders, saloon owners, and the much-written-about silent men, about whom nothing was known, such as Tom McCarty.

The McCarty family lived in Brown's Hole... in the early 1880's. They... were a tough outfit--so tough that the three brothers decided to rob a bank. The robbery was successful...until riding out, they were fired on and returned the fire...Tom got away alone, his two brothers and a townsman having been killed, and two others wounded.

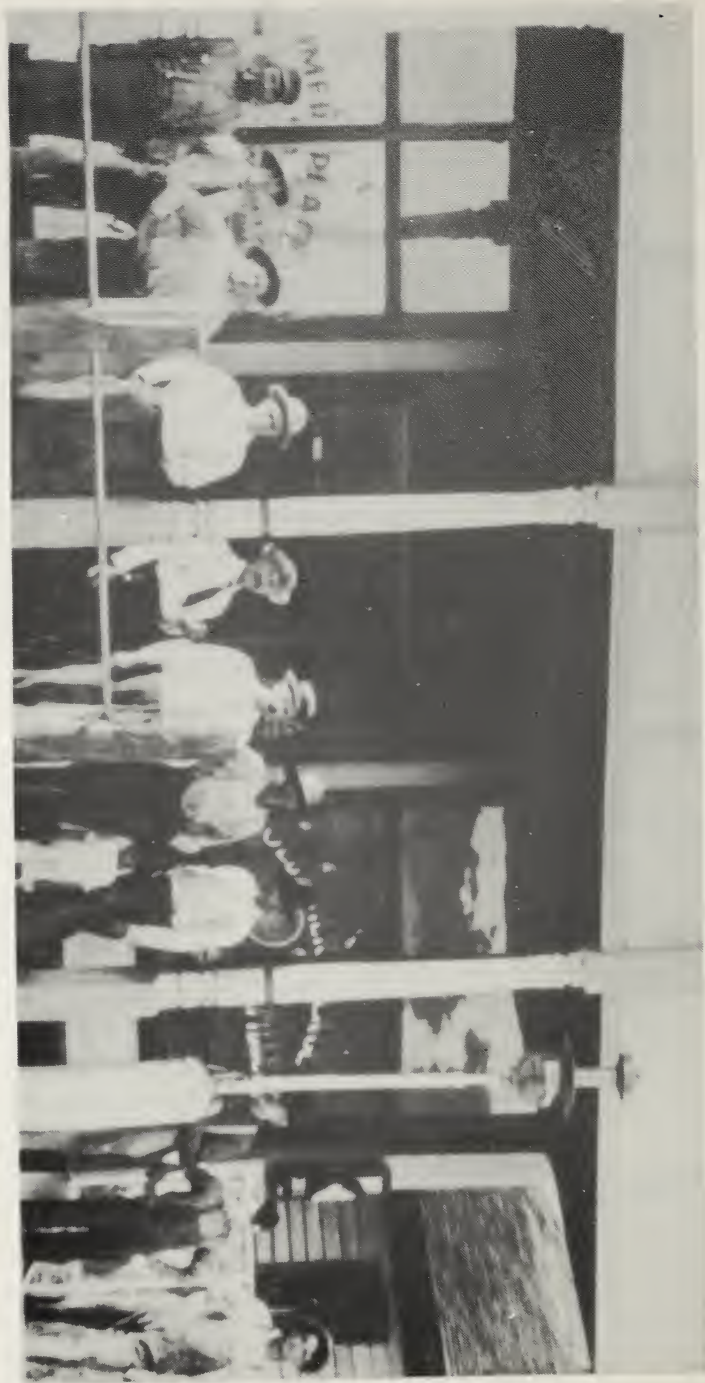
.....
Nothing was heard about Tom, until a letter came to his parents, some months later. It was posted from a place called Rosebud, Montana, and stated that he was working⁵ as a sheep-herder, under an assumed name.

⁵John Burroughs, Where the Old West Stayed Young (New York: Morrow and Co., 1962), pp. 114-21.

Still, most of the old-timers remember it as a decent town to live in, and, for the most part a quiet one. To be sure, it had its Fourth of July, which it celebrated fully as well as Miles City, complete with dynamite and cannon, and winging fire-crackers. It had its horse races, when the Indians came down from the reservation, and challenged all comers. It had its courtships (Hay and Williams courted the same girl, Williams got her, Hay left town), Saturday night fights and occasional shootings (Johnny Burgess and a constable), it even had its ball games--baseball and basketball were enthusiastically played by some of the town's more athletic adults. Many still in the country remember when Rosebud challenged Miles and beat them!

When autos came along, it even had its own agency--the Otis Davis Agency, which sold E.M.F.'s. (One Old Timer spitefully remarked that he thought the initials meant, "Every Morning Fix 'em.") The autos made better roads a necessity, and in 1927-28, the highway came through, following the Old Yellowstone Trail, which was then a gravelled road.⁶

⁶Kennedy, et al.



A FEW EXTRAS

Doctor Seymore came to town and built a residence and a live-in clinic about 1910, which took a great load off Doc Wilson, the area practitioner from Forsyth. Also, another lumber yard came in, and another hotel, the Metropole. Johnny Earl came, an erstwhile jockey and a real horseman. Later, he raised horses for the British Army during the Boer War. Two men came to Rosebud by train in the early days, and, since the hotel was full, Rod McRae, a storekeeper then, let them sleep on the counter all night. One of them was Arby Schwartz, who homesteaded up Sweney Creek later.

OLD BONES

The bridge across the Yellowstone was built in 1909, approximately where Albright had worked the ferry, and others after he had given it up. One of these others--perhaps Paine or Henderson--was being helped by Walt Kennedy and a Mefford boy, in scraping a new landing for a boat. They were scraping at the location of Fort Van Buren, although they might not have known so at the time. In the process, they uncovered a number of human skeletons, who had quite evidently been buried for many years. Harold Tilleson, a religious man, heard of their find, and came down, gathered them up and gave them a proper burial. This fort

site was well-marked at one time, as was Custer's camp, on the other side of the Rosebud, nearly opposite the older site. The Ft. Alexander site across the river was visible, also, until 1928, when the river flooded, and eroded it away.⁷ The new bridge construction also uncovered bones.

FATE SHOWS HER HAND

Fire and Depression

The death of Rosebud as a prosperous community was not a gradual thing, but quick. Curiously, its citizens were prepared for its demise, chiefly because of the economic condition of the overall country and world at the time. The depression of 1929 had dealt many towns more fortunate than Rosebud a telling blow and in those trying years, everyone was uncertain about life and livelihood.

Rosebud, since its roots were deep in agriculture may have survived, but, in 1931 it had to cope with a second great crisis. This was a fire which devastated nearly the entire business district, on the night of July 17, 1931.

With tight money a painful actuality, and no miracle expected, a majority of the town was forced to seek brighter prospects. No rebuilding occurred.

⁷Kennedy, et al.



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SIGNED
EST 60

From _____

TO _____

Place
Postage
Here